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GDR RAILROAD EXPANSION DURING
THE 1951 - 1955 FIVE YEAR PLAN

The following information was taken from the transportation section of the GDR 1951 - 1955 Five-Year Plan. The data consists of tables showing the various projects to be undertaken and the allocations of money for each during the plan.

The extent of expansion is indicated by the amounts allotted by the plan for the various projects, and their priority can possibly be deduced by the dates set for executing the projects. The projects are listed separately for each of the eight RBD (Reichsbahndirektion, Reichsbahn Directorate) of the GDR. Figures are given for each of the following types of projects: RAW (Reichsbahn-ausbesserungswerk, railroad repair yard) Projects for Locomotive Service Installations; RAW Projects for Railroad Car Service Installations; Bw (Betriebswerk, railroad operations plant) Projects for Locomotive Service Installations; Bw Projects for Railroad Car Service Installations; Projects for Increase in Line Capacity; Signal System Projects; Railroad Communications Projects; Railroad Bridge Projects; and Electrical Installation Projects.

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The monetary unit used throughout the document is not indicated; however, it may be assumed that all figures are expressed in thousand Deutsche marks. In several cases the plan figures given for the years 1951 - 1955 do not add up to the total for the 5-year period. The letters occasionally used in connection with signal and switch control towers are identification symbols.⁷

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RED BERLIN

RAW Projects for Locomotive Service Installations

<u>Location</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Tempelhof	2,233	343	451	594	442	405

RAW Projects for Railroad Car Service Installations

Warschauerstrasse (Warsaw Street)	1,218	431	517	170	77	23
Schoeneweide	1,266	371	435	271	175	14
Tempelhof	780	172	128	153	149	178
Grunewald	475	130	195	93	57	--
Potsdam	8,542	351	2,058	2,041	2,104	1,988
Brandenburg, West	3,869	767	1,280	1,428	259	135

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Bw Projects for Locomotive Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Bw Schoeneweide	Workshop rooms, oil and locomotive management /or oil and locomotive conduits/	422	100	322			
Bw Schoeneweide	Car repair shop	550		550			
Bw Schoeneweide	Construction on the lubrication installation	622		622			
Bw Koenigswusterhausen	Mixed Bw with overnight quarters	5,000		2,500	2,500		
Bw Jueterbog	Enlargement of locomotive shed, etc.	1,000	350	650			
Bw Grunewald	Renovation of rectangular locomotive shed	1,280		450	430	400	
Bw Brandenburg	Construction of Bw for 40 locomotives including a car repair shop	3,500		3,500			
Bw Brandenburg	Water tower at track maintenance office 1b	285		285			
Bw Neustadt-Dosse	Expansion	700	140	140	140	140	140
Bw Pankow	Locomotive shed and axle drop pit	345				145	200
Bw Oranienburg	Locomotive shed and coaling installation	850		850			

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Bw Projects for Locomotive Service Installations (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Bw Frankfurt/Oder	Expansion	100 (472)*	100				
Bw Brandenburg	Construction of locomotive shed	2,500		1,500	1,000		

Bw Projects for Railroad Car Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Bw Anhalt freight railroad station [in Berlin]	Reconstruction of car shed, etc.	320					320

* [No explanation of figures in parentheses is given in the original document.]

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Projects for Increase in Line Capacity

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Rummelsburg-Karlshorst line	Electrification of second track	300	300				
Karlshorst-Erkner line	Second track	1,500		1,500			
Ostkreuz	Turning track	110	110				
Berlin-Cottbus line	Reconstruction of second track from kilometer point 7.3 to 58.3	5,000	2,000	2,000	1,000		
Gruenau	New passing siding	600	600				
Schoeneweide	Track 146 - 149, 162, 163	400	400				
Kilometer point 19.19 to 29.5 of Alt Glienicke-Biesenhorst-Karow line	Building of second track	4,000	2,000	2,000			
Lichterfelde Sued-Ludwigsfelde line	To be electrified	6,700				3,000	3,700
Thyrow station	Second passing siding	285	285				
Jueterbog-Dahme line	Conversion from 75-centimeter gauge to standard gauge	13,200				6,000	7,200
Jueterbog station	Track expansion	790	150	240	200	100	100
Jueterbog-Falkenberg	Connecting line	1,624		1,624			
Marierfelde-Mahlow line	Construction of second track	1,120		1,120			
Mahlow-Rangsdorf line	Construction of second track	1,200		1,200			

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Projects for Increase in Line Capacity (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Pangsdorf-Zossen line	Construction of second track	9,000			5,000	4,000	
Zossen-Wuensdorf line	Construction of second track	5,072					5,072
Tempelhof-Grossbeeren line	Construction of second track	1,075		1,075			
Grossbeeren-Trebbin line	Construction of second track	1,625		1,625			
Trebbin-Luckenwalde line	Construction of second track	1,670			1,670		
Luckenwalde-Jueterbog line	Construction of second track	1,130				1,130	
Zossen-Schoenefeld line	Laying track along final route	1,200		1,200			
Grossbeeren-Schoenefeld	Southern outer freight belt	15,000	8,000	7,000			
Jueterbog-Dennewitz line	Second track	400		400			
Intraurban railroad	Long distance track No 1	140	140				
Warnsee-Potsdam line	Construction of second track	1,500	1,500				
Potsdam-Werder line	Construction of second track	6,000				6,000	
Prenzlitz-Michendorf	Construction of second track	1,220	1,220				
Michendorf-Brueck line	Construction of second track	2,630		2,630			
Brueck-Belzig line	Construction of second track	1,560		1,560			

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Projects for Increase in Line Capacity (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Seddin station	Completion of track facilities	1,460 (2,075)	700	760			
Seddin-Treuenbrietzen line	Expansion into double-track line	7,550		7,550			
Treuenbrietzen-Jueterbog	Expansion into double-track line	4,000			4,000		
Werder-Brandenburg line	Expansion into double-track line	4,800				4,800	
Brandenburg-Kirchmooser line	Expansion into double-track line	2,200					2,200
Brandenburg station	Expansion of track facilities	850	850				
Belzig-Treuenbrietzen line	Reinforcement of track structure	1,000	1,000				
Belzig-Brandenburg line	Reinforcement of track structure	1,500		1,500			
Brandenburg-Rathenow line	Reinforcement of track structure	2,600			2,600		
Loewenberg-Rathenow line	Crossing	3,400 (10,000)	3,400				
Jungfernsheide-Gartenfeld	Second S Bahn track (intraurban railroad)	1,020					1,020
Spandau-Spandau West	Second S Bahn track	270	270				

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Projects for Increase in Line Capacity (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Spandau West-Finkenkrug	Electrification of both tracks	1,500		1,500			
Finkenkrug-Nauen line	Electrification of both tracks	5,500		5,500			
Spandau West-Wustermark	Electrification of both tracks	6,500				6,500	
Marzahn-Oranienburg	Outer freight belt	1,500 (24,000)	1,500				
Bornholmerstrasse (Bornholm Street station) -Bernau line	Second S Bahn track	4,500			4,500		
Blankenburg station	Reconstruction of tracks 9 and 10	250			250		
Schoenholz-Bergsdorf line	Second S Bahn track	4,500		4,500			
Schoenholz-Velten line	Second S Bahn track	5,000	1,000	2,000	2,000		
Velten-Kreuzen line	Second S Bahn track	5,000					5,000
Bornholmerstrasse-Pankow line	Second S Bahn track and reconstruction of bridge	500			500		
Kernberg-Rheinberg-Zechlin line	Reinforcing	9,000					9,000
Neuruppin-Kreuzen line	Reinforcing	8,000				8,000	
Oranienburg-Loewenberg line	Second long-distance track	4,000		4,000			

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<u>Projects for Increase in Line Capacity (Contd)</u>						
<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u> <u>1955</u>
Blankenburg-Ruednitz line	Second long-distance track	4,000			4,000	
Schoenholz-Borgsdorf line	Construction of second long-distance track	4,000		4,000		
Frankfurt/Oder	Expand track facilities	198 (1,290)	198			
Oderbruchbahn ² Beeskow secondary line, Dahmdorf-Muenchebergbuckow line	Reinforcing of track structure	500	120	120	120	120
Wuhlheide	Construction of railroad station	5,000	5,000			
Blankenburg-Pankow shunting station	Second long-distance track	400			400	
Grenienburg station	Remodeling of north end	600			600	
Stettin station	Shunting tracks on west side and roofed-over tracks	500		500		

* [Oder River lowlands line.]

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<u>Signal System Projects</u>						
<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u> <u>1955</u>
Potsdam railroad station	Reconstruction of signal and switch control tower Pdb	270	270			
Schoenefeld-Teltow line	Reconstruction of the line block system	600		600		
Schlesischer Bahnhof (station) in Berlin-Frankfurt/Oder	To be equipped with day-light signals	375				375
Berlin-Kostrzyn line	To be equipped with day-light signals	400				400
Richwalde-Koenigswusterhausen	To be equipped with day-light signals	275				275
Anhalter Bahnhof in Berlin - Grossbeeren	To be equipped with day-light signals	500				500
Wannsee-Wiesenburg line	To be equipped with day-light signals	850				850
Schlesischer Bahnhof in Berlin - Frankfurt/Oder	To be equipped with day-light signals	375				375
Grossbeeren-Justerbog line	To be equipped with day-light signals	850				850
Tempelhof-Wuensdorf line	To be equipped with day-light signals	650			650	
Potsdamer Bahnhof in Berlin - Wannsee	To be equipped with day-light signals	300				300

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Signal System Projects (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Berlin-Helmstedt line	Automatic: Berlin-Potsdam Potsdam-Gr. Kreutz Gr. Kreutz-Kirchmoeser	4,800		1,500	1,300	2,000	
Berlin-Schwanheide line	Automatic: Westkreuz-Spandau Spandau-Hauen Hauen-Weustadt	4,050		650	1,300	2,100	
Berlin S Bahn	Completion of fully auto- matic Ringbahn (Belt line)	1,500				1,500	
Hordswed-S Bahn (north- south axis)		410	410				
S Bahn-Wannsee		1,200	1,200				
Wannsee-Potsdam		1,000		1,000			
Berlin-Frankfurt/Oder	Automatic train control	300				300	
Berlin-Kostrzyn	Automatic train control	420				420	
Lehrter Bahnhof in Berlin-Rathenow	Automatic train control	430				430	
Lehrter Bahnhof in Berlin-Rathenow	Installation of day-light signals	725		250	250	225	

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		<u>Railroad Bridge Projects</u>					
<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
S Bahn, bridge over Museum Island	Track 3, 4	350	350				
S Bahn, underpass at Hardenbergstrasse		850		350	350	150	
S Bahn, underpass at Cuxhavenstrasse		580		480	100		
S Bahn, underpass at Paulstrasse	Track 1, 2	600		500	100		
S Bahn, underpass at Spandauerstrasse		600			500	100	
Berlin-Stendal, Havel bridge at Spandau		230 (980)	230				
Berlin-Stendal, Havel bridge at Rathenow		164 (796)	164				
Jungfernheide-Gartenfeld, Spree bridge at Wernarwerk		400			300	100	
Frankfurt-Cuben, bridge over Oder-Spreew Canal		200 (500)	200				
Fuerstenualde-Beechov, bridge across Spree River		950			500	450	
Berlin-Eberswalde underpass of long-distance track of Gartenstrasse		1,000			300	300	400

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Railroad Bridge Projects (Contd.)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Magdeburg-Berlin, bridge over Havel River at Werder		400	320	80			
Brandenburg-Rathenow, bridge over Havel River		1,500				800	700
Brandenburg-Roskow, bridge across Silo Canal		565				400	165
Wildpark-Hausen, bridge across Sakrow-Paretz Canal		181 (219)	181				
Berlin-Oranienburg, bridge near Lehnitz		40 (560)	40				

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Railroad Communication Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
MGD Berlin, dial phone net		300	60	60	60	60	60
Jueterbog-Treuenbrietzen- Belsig-Seddin	24-inch long-distance cable (45 kilometers)	450		450			
Belsig-Brandenburg- Werder	Same as above (36 kilometers)	350		350			
Ludwigsfelde-Koenigs- wusterhausen	Cable	405	405				

Electrical Installation Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Oranienburg, S Bahn Bw	Reconstruction of S Bahn Bw	1,848		924	924		
Lehrter Bahnhof in Berlin- Hauen-Wustermark	Construction of S Bahn Bw	2,540				1,270	1,270
Priesterweg-Ludwigsfelde- Wuenndorf	Same as above	2,310				1,155	1,155

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RED COTTBUS

Dw. Projects for Locomotive Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Doberlug-Kirchhain	Locomotive shed	450				200	250
Doberlug-Kirchhain	Turntable, coaling station, and ashpit	290				210	80

Projects to Increase Line Capacity

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Boyerswerda station	Tracks 8 and 9	380	380				
Elsterwerder-Biehla- Ruhland-Senftenberg line	Double-track expansion	4,480	2,690	1,790			
Prowchitz-Heidemuehl- Spremberg West	Reconstruction	1,811			1,811		
Cottbus	Tracks 3, 4, 5 Cfs, Cfw	430		430			
Grinitz-Luckau	Reconstruction	1,792		1,792			
Senftenberg-Calan- Luebbenau-Brand line	Double-track expansion	6,704		2,840	1,407	2,457	
Ballgast-Kostebrunn line	Reconstruction	920			920		
Ratzsch (Uhyst/Lohsa)	Passing track	280				280	
Pak-Cottbus-Guben line	Double-track expansion	12,714				4,313	3,832

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Signal System Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Cottbus station	Signal and switch control tower C _s with light signals	380	200	180			
Calau station	Signal and switch control tower C _s , C _w	450	200	250			
Wuensdorf-Doberlug	Line block system	340			340		
Guben station	Two signal and switch control towers	550				350	200
Grossenhain, Cottbus station	Two signal and switch control towers	380					380
Cottbus-Goerlitz	Line block system	420					420

Railroad Bridge Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Bridge over Spree River near Briescht		260	260				
Bridge over Spree River near Kieckebusch		255			255		
Bridge over Elster River near Hersberg		390				390	

Electrical Installation Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Cottbus station	Power supply and construction of main transfer point	257	70	90	50	25	22

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RAW Projects for Locomotive Service Installations

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<u>RAW Projects for Car Service Installations</u>							
<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
RAW Dresden	Assembly hall I, second construction phase	715	526				
	Rolling mill	977	977				
	Boiler shop	425		213	212		
	Assembly hall I, third construction phase	3,574		311	1,085	1,087	1,092

<u>Projects to Increase Line Capacity</u>							
<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Coswig, Dresden Pieschen cutoff	Second track	1,310		1,310			
Dresden Pieschen cutoff-passenger station at Dresden North		400	400				
Glauchau-Glauch- Schoenboernchen	Construction of second track	310		310			
Pirna-Kurort Rathen (resort)	Construction of second track	1,050	1,050				
Chemnitz-Kaypel-Sigmar- Schwenau	Construction of second track	410		410			
Zittau-Mittelherwigsdorf	Construction of second track	460	460				
Mittelherwigsdorf- Oberodervitz	Construction of second track	590		590			

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Projects to Increase Line Capacity (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Chemnitz Hilbersdorf-Hiederviesa	Construction of second track	340	340				
Chemnitz Hilbersdorf	Entrance track coming from Riesa	280		280			
Neumark-Reichenbach (Vogtland)	Upper station, second track	510		510			
Arnsdorf-Klotzsche	Second track	1,350			1,350		
Heidenau-Pirna	Second track	700	700				
Heidenau-Dresden-Reick	Second track	600			600		
Bad Schandau-Kurort Rethen	Second track	1,130				1,130	
Signau-Schoenau-Glauchau	Second track	2,300			2,300		
Chemnitz Hilbersdorf	Tracks 210 - 212, 223, 234, 237, 403, connecting track 241/430	400			400		
Zwickau main station	Tracks 6, 7, 354 - 356, 358, 367, N 19, N 23, N 49, N 50	600				600	
Dre den Friedrichstadt	Cutoff to Az [sic], second track	1,080					1,080
Zeithain B gdr [sic] cutoff-Coswig	Second track	3,100				3,100	
Doebeln main station-Chemnitz main station-Chemnitz Hilbersdorf	Second track	4,200					4,200

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Signal System Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Dresden station	Main signal and switch control tower	300				90	210
Dresden A station	Signal and switch control towers 1 and 2	320	90	230			

Railroad Bridge Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Kilometer point 62.4 of Bodenbach-Dresden line, at Dresden main station	Elevated tracks	6,000	315	485	675	755	800
Kilometer point 33.762 of Goerlitz-Dresden line: Wiethen viaduct		350	350				
Kilometer point 45.046 of Goerlitz-Dresden line: Albrechtsbach (creek) bridge		300	300				
Kilometer point 46.661 of Goerlitz-Dresden line: Spreetal bridge (viaduct)		650	650				
Bautzen-Bad Schandau, viaduct near Bertelsdorf		280		280			
Kilometer point 13.287 of Pockau-Lengefeld-Neuhausen line	Steel Creek bridge	200		200			

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Railroad Bridge Projects (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Kilometer point 16.232 of Loebau-Bad Lieben line: Wutschker Viaduct		400		400			
Kilometer point 129.130 of Dresden-Werthan line: underpass of Olzmann- strasse		450				450	
Kilometer point 6.2 of Bautzen-Bad Schandau line: Spree bridge		400			400		
Kilometer point 6.412 of Ebersbach-Loebau line: arched viaduct near Duerrenhennersdorf		300			300		
Kilometer point 36.055 of Riesa-Chemnitz line: viaduct near Neiligenborn		500					500
Kilometer point 16.268 of Rodenbach-Dresden line: arched viaduct		300				300	
Kilometer point 23.8 of Goerlitz-Dresden line: Loebau viaduct		500					500
Kilometer point 95.480 of Goerlitz-Dresden line: Besselgrund bridge		350					350

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Railroad Communication Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Wurzen-Dresden	Placing overhead line underground	3,500		2,100	1,400		
Dresden-Goeerlitz	Placing overhead lines underground	3,500				2,100	1,400

RDB ERFURT

RAW Projects for Locomotive Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
RAW Weiningen	Improvement of RAW facilities	5,096	275	1,057	1,525	1,034	1,205

RAW Projects for Car Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
RAW Gotha	Improvement of RAW facilities	1,936	250	245	450	500	491
RAW Jena	Improvement of RAW facilities	2,535	398	507	480	700	450

50X1-HUM

		<u>Projects to Increase Line Capacity</u>					
<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Saalfeld-Unterveilenborn		343	343				
Neudietendorf-Eisenach		3,500	3,500				
Weissenfels-Zeitz		2,603		2,603			
Neudietendorf-Arnstadt		800	800				
Weimar-Goeschwitz		2,335		2,335			
Unterveilenborn-Poessneck		892		892			
Eisenach-Bad Salzungen		1,970		1,970			
Sangerhausen-Wolkramshausen		3,100			3,100		
Goeschwitz-Gera		3,377			3,377		
Eisenach-Gerstungen		1,150			1,150		
Graefenroda-Suhl		1,700				1,700	
Rudolstadt-Saalfeld		728				728	
Grimmthal-Heinungen		533					533
Erfurt freight station	Switching group 2, 3, 4	1,600	1,600				
Kornhausen	Freight train entrance and exit track	680	680				
Saalfeld	Group of tracks	520		520			

50X1-HUM

Projects to Increase Line Capacity (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Triptis	Trackage	634		634			
Heudietendorf	Tracks 8, 9, 11w, 13	260			260		
Scneberg	Trackage	780			780		
Weida	Track from Muhlthener	1,065					1,065
Poessneck	Upper station	500				500	
Hildburghausen-Streufdorf		1,300	1,300				
Buflieben-Grossenbehringen		1,480	1,480				
Molau-Camburg		473		473			
Ballstaedt-Grasfentonna		500		500			
Friedrichroda-Georgenthal		800			800		
Koellada-Lessa		1,510			1,510		
Poessneck	Lower and upper stations	1,600				1,600	
Weimar-Buttelstedt		1,020				1,020	
Treffurt-Muhla		1,200					1,200
Heiligenstadt-Grosstoeper		2,200					2,200

50X1-HUM

		<u>Signal System Projects</u>					
<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Meiningen, Ma	[Projects are not identified; it is assumed that they are possibly signal and switch control towers.]	400	150	250			
Sonneberg, So		400	70	330			
Sonneberg, Sw		400		70	330		
Weissefels station		270	130	140			
Mausburg, Ma		800		100	300	400	
Mausburg, Mo		800			100	300	400
Apolda, Av		300				100	200
Erfurt, R I		600	100	200	300		
Untervellenborn		350	100	250			
Schwarza		500	50	250	200		
Eisenach, So		400	100	150	150		
Nordhausen, Nv		1,000				400	600
Sonderhausen, So		300	90	210			
Meiningen, Ma		400					400
Goeschwitz, G		400		100	300		
Weissenfels-Gerstungen		350		150	200		

50X1-HUM

Railroad Bridge Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Kilometer point 32.054 of Weissenfels-Bebra line: Saale bridge at Weissenfels	Track I	800	600	200			
	Track II	650		400	250		
Kilometer point 29.263 of Werdau-Mehlthener line: Elster bridge		270				270	

Railroad Communication Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Erfurt-Greussen	Placing overhead line underground	1,000	1,000				
Greussen-Nordhausen	Placing overhead line underground	1,000		1,000			
Neudietendorf-Oberhof	Placing overhead line underground	1,200			1,200		
Oberhof-Meiningen	Placing overhead line underground	1,200				1,200	
Erfurt-Sangerhausen	Placing overhead line underground	1,750					1,750

50X1-HUM

Electrical Installation Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Weissenfels-Probstzella	Electrification	13,000		4,100	6,000	2,900	
Grossheringen-Erfurt	Electrification	23,000		3,150	10,000	9,850	
Erfurt-Eisenach	Electrification	23,000		3,250	3,000	8,000	8,750

RHD GREIFSWALDERAW Projects for Railroad Car Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
RAW Eberswalde	Expansion of RAW facilities	971	300	100		300	

Projects to Increase Line Capacity

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Eberswalde station	By-pass curve	700		700			
Neubrandenburg station	Hump installation	700	700				
Oderberg-Brahlitz-Saaten-Meusdorf	Reconstruction	2,350	1,000	1,350			
Thunrow-Strassburg		2,000	2,000				
Buednitz-Eberswalde	Second track	1,700		1,700			
Eberswalde	Hump installation	450			450		
Templin-Prenzlau	Reconstruction	2,000			1,000	1,000	

50X1-HUM

Projects to Increase Line Capacity (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Herswalde-Angermuende	Second track	2,700			1,300	1,400	
Transloading Station Rosow	Six tracks	500			500		
Greifswald-Tribsees	Reconstruction	2,400			1,200	1,200	
Greifswald-Dennin	Reconstruction	1,500			600	300	600
Barth-Prerow	Reconstruction	1,000				600	400
Tantow-Gartz	Reconstruction	400				400	
Richtenberg-Stralsund	Reconstruction	800				800	
Fachkrug-Fuerstenverder	Reconstruction	1,350					1,350
Rosow-Grambow	Connecting line	2,500					2,500
Wriesen-Meuruednitz	Reconstruction	500					500

RED HALLRAW Projects for Locomotive Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
RAW Halle and RAW Leipzig	Improvement and new construction of RAW facilities	9,810	2,095	1,908	1,956	1,852	1,999

50X1-HUM

RAW Projects for Railroad Car Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
RAW Delitzsch	Improvement and new construction of RAW facilities	2,515	626	425	469	500	495
RAW Dessau and RAW Leipzig	Improvement and new construction of RAW facilities	4,667	891	970	922	955	829

Bw Projects for Locomotive Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Bw Leipzig-Wahren and Bw Engelsdorf	Repair, reconstruction, and construction of Bw facilities	1,790				850	940

Projects to Increase Line Capacity

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Grosskorbetha-Leipzig	Construction of second track	2,000	2,000				
Leipzig-Wahren	Reconstruction	1,600	421	377	642		
Falkenberg station	Reconstruction	800	400	400			
Halle-Sangerhausen	Construction of second track	2,500		1,600	900		
Dessau-Wolfen	Construction of second track	1,200			400	800	
Dessau-Rosslau freight station	Reconstruction	400				400	
Eilenburg-Falkenberg		3,360				960	2,400

50X1-HUM

Signal System Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Doehlen	Signal and switch control tower Bc	330	80	250			
Halle	Signal and switch control tower Wp 3	350	100	250			
Regelsdorf	Signal and switch control tower S	300	150	150			
Leipzig-Mockau	Signal and switch control tower Mx	300		300			
Leipzig-Mockau	Signal and switch control tower Mx	350		150	200		
Wiederritzsch	Signal and switch control tower B 2	350			100	250	
Oberroeblingen	Signal and switch control tower Ot	330			330		
Leipzig	Signal and switch control tower B 21	540			150	170	220
Wiederritzsch	Signal and switch control tower Wp	350			350		
Wiederritzsch	Signal and switch control tower Wp	300			100	200	
Goschwitz	Signal and switch control tower B 2	280				80	200

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Signal System Projects (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Halle (S) [presumably either Saale River or Sued (south)]	Signal and switch control tower Hg 12/13	350				100	250
Leipzig-Wahren	Signal and switch control tower Stm	450				200	250
Eilenburg	Signal and switch control tower Bo	400				150	250

Railroad Bridge Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Dessau-Rosslau, bridge over Mulde River		450	450				
Halle, Berlin bridge		400	400				
Dessau-Rosslau, Peisker bridge		300		300			
Torgau, bridge over Elbe River	Double track expansion	500					500

Railroad Communication Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Leipzig-Altenburg	Placing overhead line underground	1,000	600	400			
Halle-Falkenberg	Placing overhead line underground	2,000			1,000	1,000	
Halle	Dial. telephone net	400				200	200

50X1-HUM

Electrical Installation and Electrification Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
	Electrification of the Central German railroad net	103,000	1,000	50,000	25,000	15,000	12,000

RBD MAGDEBURGRAW Projects for Locomotive Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
RAW Stendal	Improvements, expansion and reconstruction of RAW facilities	4,090	550	1,100	960	1,000	480

RAW Projects for Railroad Car Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
RAW Halberstadt	Improvements, expansion and reconstruction of RAW facilities	1,155	360	275	390	130	
RAW Magdeburg	Improvements, expansion and reconstruction of RAW facilities	1,510	270	405	285	355	195

50X1-HUM

Bw Projects for Locomotive Service

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Bw Magdeburg main station	Improvement and expansion of Bw facilities	595	150	100	100	95	150
Bw Magdeburg-Rothensee	Improvement and expansion of Bw facilities	395	150	100	100	100	45
Bw Koethen	Improvement and expansion of Bw facilities	305	100	130		75	
Bw Eilsleben	Improvement and expansion of Bw facilities	440	100	190	150		
Bw Aschersleben	Improvement and expansion of Bw facilities	650		150	150	150	200
Bw Stassfurt	Improvement and expansion of Bw facilities	355	130	75	150		
Bw Stendal	Improvement and expansion of Bw facilities	2,450	200	300	600	600	750
Bw Halberstadt	Improvement and expansion of Bw facilities	2,640	400	500	500	600	640

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50X1-HUM

Bw Projects for Railroad Car Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Bw Magdeburg-Buckau	Expansion and improvement of Bw facilities	1,125	200	200	200	200	325

		<u>Projects to Increase Line Capacity</u>					
<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Guesten-Sandersleben	Second track	1,380	1,380				
Station Helmstedt	Second track	92	92				
Magdeburg, Southeast station	Second track	160	160				
Guesten station	Spur track	182	182				
Buckau-Schoenebeck	Second track	1,250		1,250			
Biederitz-Burg	Second track	1,500		1,500			
Denker-Stendal	Second track	700		700			
Aschersleben station	Narrow-gauge line	350			350		
Burg-Parey	Second track	1,500			1,500		
Schoenebeck-Kalbe East	--	1,200			1,200		
Flensburg-Halle	Second track	1,000			1,000		
Parey-Gross Wusternitz	Second track	2,600				2,600	
Kalbe East-Koethen	Second track	2,300				2,300	
Koethen-Wiesburg	Second track	2,400				2,400	
Sandersleben-Blankenheim	Second track	1,800				1,800	
Reetz block station	Crossing track	100					100
Lindenberg-Stiege (1,000-mm gauge)	--	900					900

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Signal System Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Magdeburg-Berlin	Daylight signals	610	80	100	150	200	80
Helmstedt-Berlin	Fully automatic block signals	900		100	150	300	350
Halberstadt station, Hbf and Hr I, Wbf and C	(Probably signal and switch control towers)	750	100	100	200	200	150

Railroad Bridge Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Kilometer point 31.8 of Halle-Malberstadt line: Saale River bridge at Könnern	Double-tracked re- construction	3,500	400	2,500	600		
Kilometer point 118.320 of Berlin-Blankenheim line: Elbe River bridge at Barbu		1,800		600	1,000	200	
Kilometer point 137 of Berlin-Magdeburg line	Replacement of 8 IP [probably temporary] bridges with two double- tracked skeleton super- structures and dis- mantling of temporary pylon	500				100	400

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Railroad Bridge Projects (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Kilometer point 28.075 of Magdeburg-Halle line: Saale River bridge at Kalbe East	Reconstruction of bridge to double-track line. Reconstruction of skeleton superstructure	400	300	100			
Kilometer points 94.7-95.5 of Berlin-Hannover line: Elbe River bridge at Haemmerten	Second track	270				70	200
All secondary lines	Reinforcing of bridges	500	100	100	100	100	100

RED SCHWERIN

RAW Projects for Locomotive Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
RAW Wittenberge and FAW Rostock	Reconstruction of RAW facilities	2,326	354	180	100	380	1,312

RAW Projects for Railroad Car Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
RAW Wittenberge	Reconstruction	620	220	100	110	190	

Bw Projects for Locomotive Service Installations

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Bw Meyenburg and Schwerin	Expansion of Bw facilities	1,675	450		275		

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		<u>Projects to Increase Line Capacity</u>					
<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Priemervald station	North-south connection with passing siding	690	390				
Pritzwalk station	Expansion	860	260				
Rostock port-Bramow	Team yard driveway, loading siding and ramp	320	250		70		
Laage station	Construction of passing siding and of locomotive watering installation	380	380				
Neubukow station	Construction of second track	310	310				
Meyenburg station	Expansion of tracks	400		400			
Krakow am See station	Expansion of tracks at north entrance	290	290				
Hoppenrade station	Expansion of tracks	390				390	
Falkenhagen station	Expansion	290					290
Pritzwalk station	Expansion of tracks	300	300				
Priemeburg station	Construction of by-pass siding to Plaaz and double-tracked service to Guestrow	915	615	300			
Schwerin-Bolthusen	Reconstruction of second track	900	450	450			
Rostock-Warnemuende	Reconstruction of second track and expansion of Warnemuende station	2,331	950	731	650		

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Projects to Increase Line Capacity (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Burkow-Schwaan	Reconstruction of line, with Kassow station as terminal	2,416	1,516	400			500
Meyenburg-Guestrow	Expansion to important secondary line	2,000		400	400	800	400
Wik.-Meyenburg	Reinforcement of track structure	1,500	300	300	300	300	300
Bramow-Schmarl	Enlargement of facilities because of new industries	4,800		2,200	1,800	800	
Gm. Hasslow station	Construction of a by-pass siding	695		695			
Karow-Malchow	Reconstruction	2,291					2,291
Rostock-Dahlwitzhof	Construction of shunting and storage station with connecting tracks	4,373	500	1,000	1,000	1,000	873

Signal System Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Wismar station	Central signal and switch control tower	485	385				
Guestrow station	Signal and switch control tower A	350	150	200			
Guestrow station	Signal and switch control tower B	400	200	200			

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Signal System Projects (Contd)

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Ludwigslust station	Signal and switch control tower Lb and Lm	350	180	170			
Rostock station	Signal and switch control tower B	450		180	270		
Rad Kleinen station	Signal and switch control tower Klf	400			200	200	
Buetzow station	Signal and switch control tower Bf	300				150	150
Buetzow station	Signal and switch control tower Bst	300				150	150
Malchin station	Signal and switch control tower	300					300
Grabow station	Signal and switch control tower Ga	300					300

Railroad Communication Projects

<u>Location</u>	<u>Description</u>	<u>Total</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Schwerin-Ludwigslust	Line cable "42"	380		200	180		

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